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FEDERAL AVIATION ADMINISTRATION WASHINGTON DC OFFICE --ETC F/G 1/5
ENVIRONMENTAL DATA BANK. VOLUME I. USER'S MANUAL.(U)
MAR 79

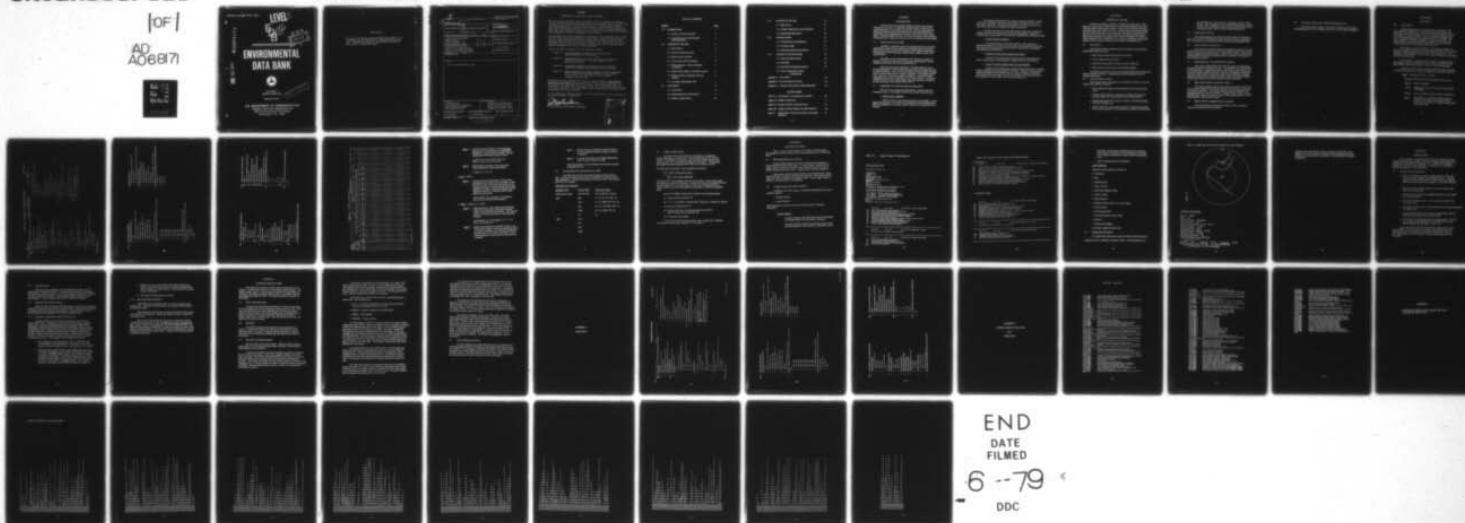
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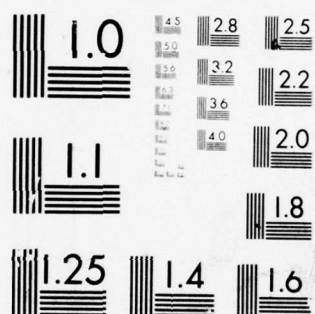
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

REPORT: ^AFAA-EE-79-01, VOL. I

LEVEL III

EDB 12



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ENVIRONMENTAL DATA BANK



VOLUME I
USER'S MANUAL

MARCH 1979

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Office of Environment and Energy
Washington, D.C. 20591

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NOTICE

The data in the EDB was compiled through January 1979. It is recommended that the EDB be used as a general reference tool only. Information contained in the EDB should be verified when using in a significant manner.

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ABSTRACT

Documentation of the Environmental Data Bases

The Environmental Data Bank (EDB) represents an effort to compile a comprehensive listing of environmentally-oriented data within one convenient source. The data were collected with the aid of the FAA Regional Offices and include airport-specific information regarding the existence of such things as land acquisition programs or other such noise control actions in effect at each of the U.S. airports listed as of March 1979. FAA Form 1050-5 (Volumes I and II, Appendix A) summarizes those kinds of data which may be listed (if applicable) at each airport.

The individual airport data themselves are arranged in the alphabetical order of the airport's "location indicator" (LOCID), by FAA region. These data may not reflect all U.S. airports having significant environmental information, as we have only indicated those data here that have been reported to us. This EDB may be useful by providing a sense of the extent to which environmentally-related activities have affected approximately 475 of our Nation's airports.

Briefly, the EDB is organized into four individual volumes:

- Volume I - User's Manual, gives detailed information about the content and use of the data base.
- Volume II - Systems Manual, contains a description of the system and programs that support the use and management of the data within the file.
- Volume III - Airport Environmental Data Manual presents site-specific information for each airport included in the data base.
- Volume IV - Airport Supplemental Information Manual contains supplemental data of special environmental conditions and/or problems (not provided for on Form 1050-5) for each airport included in the data base.

Consistent with the format and use of the U.S. airports' EDB, an International Environmental Data Bank (IEDB) was developed through information provided by the International Civil Aviation Organization (ICAO). This international data, as documented in the IEDB volume, is a subset of the larger environmental data file and is available separately. The IEDB volume contains airport-specific information for approximately 110 foreign airports.

It is intended that subsequent updates of all of these documents will be produced as required by changing circumstances.


JOHN E. WESLER
Acting Director of Environment and Energy

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CHAPTER I

INTRODUCTION

The Environmental Data Bank (EDB) provides the time-sharing terminal user access to a compilation of nationwide data relating to the control and impact of the aviation environment. Various items regarding state and local government action and local activities and conditions are recorded for each of approximately 475 major civil airports in the United States. The EDB enables the user to have access to and to retrieve specific information that is of interest to him or her in a convenient and rapid manner.

1.1 Purpose and Use of the EDB

The EDB is intended to assist FAA personnel and other interested individuals or groups with the means of accessing and retrieving airport-specific information regarding the existence of such things as land acquisition programs or other such noise control actions in effect at each of the airports listed.

The EDB is to serve all elements of the Agency as a central repository of aviation-related actions by providing comprehensive, environmentally-oriented data within one convenient source.

The broad and flexible capabilities of the EDB enable the user to survey developments in the field regarding the problem of aviation noise and its related problems. This is done by providing an efficient means of having access to comprehensive data on airport regulations and conditions nationwide. Each user is linked by computer terminal to a central Data Bank, consisting of descriptive attribute files for 475 major airports. In addition, Volumes III and IV contain supplementary data that augment the integrated format of information derived from Form 1050-5.

1.2 Organization of the Environmental Data Bank (EDB)

The FAA Environmental Data Bank (EDB) is organized into four individual volumes. The contents of each of the volumes are shown below:

- o Volume I (User's Manual)

The first volume is the subject presented in this manual. It gives detailed information as to what data are available in the Environmental Data Bank, the significance of this data, and how the EDB user can gain access to this data.

This manual also describes the computer program capabilities, listing in detail the method for preparing the input data for the EDB, as well as the final output of the EDB. All steps and descriptions are written clearly so that users with varied levels of expertise can apply the programs.

The data will need to be periodically updated, taking into consideration changing activities and modifications to airport configurations. Section 6.3 contains detailed instructions for entering data and updating the existing Data Bank.

- o Volume II (Systems Manual)

The second volume is the Systems Manual, which contains the detailed description of the system, the Data Bank, and the programs in the EDB. This volume is to be used by the systems staff for the purpose of maintaining and supporting the EDB System.

- o Volume III (Airport Environmental Data Manual)

Volume III of the EDB System contains airport environmental data, such as airport maps, airport statistics, and data from FAA Form 1050-5.

- o Volume IV (Airport Supplemental Information Manual)

Volume IV of the EDB System contains factual material not in computer storage regarding the airports included in the EDB. Volume IV contains textual material expanding on the coded data for each airport as shown in Volume III. State statutes and local actions, activities, and special environmental problems not provided for on Form 1050-5 are provided in detail here.

CHAPTER II

CONTENTS OF THE EDB

Information included in the EDB is separated into eight parts. These parts are: state statutes concerning aviation-related environmental activities; local government actions taken to reduce, control, and/or minimize the impact of aircraft noise; noise control activities, including local noise committees and land-use compatibility plans; local airport-use restrictions, including aircraft-type restrictions and curfews; flight operations noise-abatement procedures; special noise-sensitive areas located in the vicinity of airports; the number of noise complaints received annually by each airport; and information concerning whether or not the airport is located in an air quality maintenance area.

2.1 State Statutes

This section contains information about the existence of state statutes concerning the following areas:

- o Noise control statutes (airport/aircraft related);
- o Airport land-use control statutes;
- o Emissions control statutes (airport/aircraft related); and
- o Other airport/aircraft-related environmental statutes.

All statutes listed in this section are those administered on the state level and are included in Volume IV, Supplemental Information Manual (not in the computer Data Bank).

2.2 Local Government Actions

This section contains information on the existence of airport or aircraft-related local ordinances regarding:

- o Noise regulations applying to and administered at local government levels;
- o Land-use control statutes, including local zoning restrictions and special building code requirements that are aviation related;
- o Soundproofing programs by schools, hospitals, residential buildings, and office buildings; and
- o Airport actions for environmental protection, including actions taken by the airport proprietor to help minimize the impact of aircraft noise.

Items included are: land acquisition, easements, noise tax, peak pricing, utility expenditures, noise suppression equipment, physical barriers, new or extended runways which are noise related, noise-monitoring systems, and air pollution-monitoring systems.

2.3 Noise-Control Activities

This section addresses the existence of noise control committees at a local level, as well as providing information about the existence, implementation, or rejection of an airport-noise control and land-use compatibility plan.

2.4 Local Airport-Use Restrictions

This section concerns the existence of restrictions imposed on aircraft operations by the airport proprietor for environmental reasons. These restrictions are categorized by aircraft type or weight; curfews; non-FAR 36 aircraft; ground operation restrictions; and limitations on the number of operations for noise-abatement purposes.

2.5 Flight Operations - Noise-Abatement Procedures

This section contains information about the special noise-abatement procedures followed at individual airports. The procedures are separated into the following types: reduced-thrust approach procedures; specific glide slope intercept altitudes preferential runway, approach, and departure procedures; rotational runway systems; takeoff and reverse-thrust reduction procedures; displaced thresholds (noise related) and flight training restrictions including touch-and-go operations, and time or day(s)-of-week restrictions.

2.6 Special Noise-Sensitive Areas Near Airport

This section identifies those areas located in the airport vicinity that are or have the potential to be adversely affected by aircraft noise as a result of the airport operations. These noise-sensitive areas are divided into the following categories: schools, hospitals, residential areas, historic sites or national parks, religious structures or sites, public gathering places, recreational facilities, and motels and resorts.

2.7 Number of Noise Complaints Received Annually

This section shows the approximate number of noise complaints received by an individual airport annually.

2.8 Is Airport Located in an Air Quality Maintenance Area?

This section shows whether or not airport is located in an air quality maintenance area and, if so, identifies which area, with its official designation.

CHAPTER III

DATA INPUT

3.1 Form 1050-5

The principal form used in acquiring data for the EDB is FAA Form 1050-5 (see Appendix A). This form lists pertinent subject areas and items of information required in a layout which can be easily recorded and coded in a convenient manner. The form provides a consistent, uniform, and manageable means of acquiring input for the Data Bank. The input, in addition to building a Data Bank, establishes a current and ongoing inventory of regional environmental activities and provides useful tools for the agencies' environmental information uses.

The format for FAA Form 1050-5 is set up in such a manner so that, once completed, responses are easily coded and entered into a computer. In effect, responses amount to either a YES or NO for each item. If the listed item is not applicable, or if for some reason information is not available, the item is left uncircled.

For example, to code data, the first step is to complete the field data sheets as shown (see sample FAA Form 1050-5), then code the data onto a COBOL coding sheet as shown on Figure 1 on the following page.

Listed below are the actual procedures used by persons in the field in coding the information, as well as an explanation of each part of the form:

o Page 1 - Headings and Parts 1, 2, and 3

Headings: Enter data and serial sequence number of form.

Region: Enter FAA Region.

Airport: Enter name of airport followed by associated city or township.

LOCID: Enter the airport's official location identification.

Part 1 - State Statutes: This section identifies pertinent aviation environmental-related state statutes (only those restrictions or regulations administered at the state level).

Figure 1B. An Example of a Completed Form 1050-5

(RIS: EQ 1050-2)

ASW New Orleans International MSY
 Airport New Orleans International (Moisant Field)
 UNDER EACH PART, PLEASE CIRCLE THE APPROPRIATE RESPONSE LETTER(S) OR NUMBER(S)
 PART 1 STATE STATUTES
 A. Noise Control (airport/aircraft related)
 B. Airport Land Use Control
 C. Emissions Control (airport/aircraft related)
 D. Other Environmental Protection (airport/aircraft related)
 PART 2 LOCAL GOVERNMENT ACTIONS
 A. Noise Regulations (airport/aircraft related)
 B. Land Use Control (noise related)
 1. Zoning
 2. Building Codes (noise related)
 if a building code requires soundproofing of buildings in airport vicinity please indicate below:
 a) Schools
 b) Hospitals, nursing homes or similar facilities
 c) Houses or apartment buildings
 d) Office buildings
 e) Other
 C. Soundproofing Programs
 1. By schools
 2. By hospitals, nursing homes, or similar facilities
 3. By houses, apartment buildings
 4. Office buildings
 5. Other
 For any of these, if government financial assistance is provided, please indicate which below:
 a) Federal
 b) State
 D. Airport Actions for Environmental Protection
 0. Land acquisition
 If financial aid is provided please indicate which type below:
 a) Federal assistance
 b) State assistance
 Easements on property surrounding airport
 If financial aid is provided please indicate which type below:
 a) Federal assistance
 b) State assistance
 2. Noise tax or fee
 3. Peak pricing
 4. Utility expenditures/limitations
 5. Suppressing equipment
 6. Physical barriers, landscaping (noise related)
 7. New or extended runways (noise related)
 8. Noise monitoring system
 9. Air pollution monitoring system
 PART 3 NOISE CONTROL ACTIVITIES
 A. Continuing Noise Committee at Local Level
 B. Airport Noise Control and Land Use Compatibility Plan Completed
 1. Noise control only
 2. Land use compatibility only
 C. Airport Noise Control and Land Use Compatibility Plan Proposed or Underway
 D. Interest in Participating in a Noise Control and Land Use Compatibility Plan
 E. Have Requested an Opportunity to Participate in a Noise Control and Land Use Compatibility Plan
 F. Other Noise Control Activities Dissimilar to Any of the Above

PART 4 LOCAL AIRPORT USE RESTRICTIONS

A. Aircraft Type or Weight Restrictions

0. All jet
1. Large air carrier type jet (75,000 lbs or over)
2. Business jet of any type
3. Multi-engine (piston, large)
4. Single-engine (piston, 1000 lbs or over)
5. CAB certificated air carrier
6. 12,500 lbs gross weight (or over)
7. 30,000 lbs gross weight (or over)
8. Helicopter
9. Other aircraft dissimilar to any of the above

B. Curfew (If applicable, please specify which period most closely matches)

1. Time
 - a. 2200 - 0600
 - b. 2200 - 0700
 - c. 2200 - 0800
 - d. 2300 - 0600
 - e. 2300 - 0700
 - f. 2300 - 0800
 - g. 2400 - 0600
 - h. 2400 - 0700
 - i. 2400 - 0800
- j. Other period(s) dissimilar to any of the above

Please indicate below the type of aircraft affected by the curfew:

2. Aircraft Affected

- a. Jet aircraft only
- b. All aircraft
- c. Other

C. Non-FAR 36 Restrictions

1. Exceptions (if applicable, please specify below)

- (a) Cessna citation
- (b) Other certain specified aircraft with "low" noise level

D. Ground Operation Restrictions

1. Location of engine runup maintenance
2. Time of engine runup maintenance
3. Preferential taxiways
4. Taxiing thrust restriction
5. Towing requirement
6. Other restrictions dissimilar to any of the above

E. Total Number of Operations Limitations for Noise Abatement Purposes

1. Year limits
2. Month limits
3. Day limits
4. Hour limits

PART 5 FLIGHT OPERATIONS - NOISE ABATEMENT PROCEDURES

- A. Reduced Thrust Approach
1. Steeper angle glide slope
 2. Reduced flaps
 3. Minimum flaps
 4. Decelerating
 5. Profile descent program
 6. Other
- B. Glide Slope Intercept Altitude
- C. Preferential Operations
1. Runways
 2. Approach tracks
 3. Departure tracks
- D. Rotational Runway System
- E. Maximum (safe) Climb on Takeoff
- F. Takeoff Thrust Reduction
- G. Reverse Thrust Reduction
- H. Displaced Thresholds (noise related)
1. For takeoffs
 2. For landings
1. Flight Training Restrictions
1. Touch and go operations
 2. Time period restriction
 3. Day(s) of week restriction
- J. Other Procedures or Restrictions Dissimilar to Any of the Above

PART 6 SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT

- A. Schools
- B. Hospitals, Nursing Homes or Similar Facilities
- C. Residential Areas
- D. Historic Sites, National Park or Forest
- E. Religious Structures or Sites
- F. Concert Hall(s) or Public Gathering Place(s)
- G. Recreation Facilities
- H. Hotels, Motels, Resorts
- I. Other Areas Dissimilar to Any of the Above

PART 7 NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY (approx.)

- A. Less than 5
- B. 5 - 10
- C. 10 - 25
- D. 25 - 50
- E. 50 - 100
- F. 100 - 200
- G. Over 200

PART 8 IS AIRPORT LOCATED IN AN AIR QUALITY MAINTENANCE AREA?

- A. Yes
- B. No

Figure 1A. COBOL Coding Form

| SYSTEM | | PUNCHING INSTRUCTIONS | | | | | | | | | | PAGE | | | | | | | |
|--|-------|-----------------------|-----|-----|-----|-----|----|----|----|----|----|-------------|----|----|----|----|----|----|----|
| PROGRAM | | GRAPHIC | | | | | | | | | | OF | | | | | | | |
| PROGRAMMER | | PUNCH | | | | | | | | | | CARD FORM # | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Form 1050-5 Part Number Followed By Circled Subset(s) For Each 4 Columns Block | | | | | | | | | | | | | | | | | | | |
| LO- | * RE- | | | | | | | | | | | | | | | | | | |
| CID | #GION | | | | | | | | | | | | | | | | | | |
| 1 | 4 | 12 | 16 | 20 | 24 | 28 | 32 | 36 | 40 | 44 | 48 | 52 | 56 | 60 | 64 | 68 | 72 | 76 | 80 |
| MSY1ASW3A | 3D | 3E | 5A5 | 5C1 | 5C3 | 5H2 | 5I | 6A | 6C | 6E | 6F | 6G | 6H | 7E | | | | | |

* Card Number - 1 or 2.

Part 2 - Local Government Actions: Circle only those items which are administered at the local level and which are airport/aircraft related. (Add any supplemental information on back of sheet.)

A, B(1,2-a,b,c,d,e), C(1,2,3,4,5-a,b),
D(0-a,b; 1-a,b; 2,3,4,5,6,7,8,9).

Part 3 - Noise-Control Activities: Circle only those items pertaining to local-level activities.

A, B(1,2), C, D, E, F.

o Page 2 - Part 4

Part 4 - Local Airport-Use Restrictions: Circle items pertaining to local airport-use restrictions. Under Part 4B, if there is more than one curfew time at a particular airport, written comment will be made attached to the form. This same procedure will be followed in Part 4B-2 if different curfews affect different aircraft types.

A(0 through 9), B(1-a through j, 2-a through c),
C(1-a,b), D(1 through 6), E(1 through 4).

o Page 3 - Parts 5, 6, 7, and 8

Part 5 - Flight Operations - Noise-Abatement Procedures: Circle items pertaining to flight operations that relate to noise-abatement procedures. Item Part 5B refers to an intercept altitude for noise-abatement purposes.

A(1 through 6), B, C(1 through 3), D, E, F, G,
H(1,2), I(1 through 3), J.

Part 6 - Special Noise-Sensitive Areas Near Airports: An "area near the airport" means any special site which is or has the potential to be, adversely impacted by aircraft noise in the vicinity of the airport. Circle items pertaining to noise-sensitive areas shown by A through I.

Part 7 - Number of Noise Complaints Received Annually:
Circle representative group of numbers shown by
A through G.

Part 8 - Is Airport Located in an Air Quality Maintenance
Area? Circle A. (Yes) or B. (No).

Enter any remarks or cross reference and the name of person
preparing the form.

3.2 Understanding the Code Structure of the EDB

The EDB uses the above use codes to facilitate uniform entry of
data. The full text related to each code is maintained in a separate decode
file (Appendix B). The following categories of codes are used, with examples
shown for each category:

Data Bank Code Categories

| <u>Regional Codes</u> | <u>Airport Codes</u> | <u>Typical Use Codes</u> |
|-----------------------|----------------------|-----------------------------|
| (Abbreviation Code) | (LOCID Code) | (Form 1050-5 Use Codes) |
| ANE | BOS | 1A, 1B, 1C, 2A, 2B1, etc. |
| | PVD | 1A, 1C, 2B2B, 2C2, 6D, etc. |
| | BDL | 1B, 1C, 2A, 2C5B, 3B2, etc. |
| | PWM | 1B, 2A, 2B2A, 2C4, etc. |
| | etc. | etc. |
| AEA | LGA | |
| | DCA | |
| | JFK | |
| | EWR | |

3.3 COBOL Coding Process

Each entry on the Form 1050-5 is preceded by a combination of letters and numbers in outline form. These combinations are the codes in the file. For example, if an airport uses touch-and-go flight training operations, the code "5I1" will appear in the data for that airport. This combination means the person filling out Form 1050-5 for this airport circled:

Part (5.) Flight Operations - Noise-Abatement Procedures

(I.) Flight Training Restrictions

(1.) Touch-and-go Operations

If the code "5I1" does not appear in the file for an airport, then no such airport-use restriction exists for that airport. In almost all cases an acceptable code indicates the existence of a particular type of airport use, as illustrated above. In Part 3 (B-E) valid codes represent the current status of land-use compability plans.

Data for the COBOL coding sheet is entered in the following manner:

- (a) Airport LOCID (positions 1-3);
- (b) "1" or "2" (position 4, showing either single line or double line entries);
- (c) Region Code (positions 5-7);
- (d) Airport Use Codes, each four positions from Column 8 (up to 18 codes may be specified); and
- (e) Column 80 must be blank.

In the event of more than 18 use codes, enter a second line, repeating the airport ID and the region, but enter "2" in Column 4.

CHAPTER IV

OUTPUTS OF THE EDB

There is a major report program in the EDB--the USE8 program. The capabilities of this program and the reports produced by it are discussed below:

4.1 USE8 Report(EDB Print Program)

Program USE8 produces the report of airport-use information by LOCID (Airport ID Code) within region. For each airport, it shows the FAA region, airport location code, airport name, and each use code, as well as textual descriptions of those codes. A sample report is shown in Figure 2.

This program may be used interactively or in the batch mode. When run interactively, the report is printed on the terminal. When run in the batch mode, the report is printed at the computer center. When a lengthy report is called for, the batch mode is recommended.

4.2 Graphic Displays and Airport Statistics

In addition to the above reports, the following additional data has been compiled manually:

- o Graphic Displays
- o Airport Statistics

This information is contained in Volume III and includes the following information:

Graphic Displays

A graphic display of each EDB airport and the surrounding environment within a 10-mile radius is provided.

Geographic features noted in each graphic display include runway orientations, major highways, and bodies of water.

Figure 2A. Sample Computer Terminal Session

welcome to the bcs network
your access port is vi 6a

select desired service: tso

MAINSTREAM-TSO
"GYRNU:G"1UNI
faa130
Y.M73z2zG :RU:S VI,IR
IKJ53020A ENTER LOGON
logon faa130
ENTER CURRENT PASSWORD FOR FAA130-

ENTER ACCOUNT NUMBER -
trans
ENTER PROCEDURE NAME -
interact
FAA130 LOGON IN PROGRESS AT 15:08:07 ON AUGUST 24, 1978
*** WELCOME TO THE MAINSTREAM- TSO SYSTEM ***

FOR THE LATEST MAINSTREAM-TSO NEWSFLASH(ES)
PLEASE LIST THE FOLLOWING DATA SET(S) SNUM:

'SYS1.FLASH238' - JES2/4.1 STATUS - USER UPDATE
'SYS1.FLASH236' - NEW COMTEN SOFTWARE ACCESS MESSAGES
'SYS1.FLASH233' - IDMS/DATA DICTIONARY RELEASE 1.2
'SYS1.FLASH225' - PRERELEASE OF SAS PROCEDURES
NO "ACTIVE" DATA SETS
FILE(SYSPROC) IS NOW ALLOCATED TO CLIST
READY
ex use8
DO YOU WANT TO RUN BATCH OR INTERACTIVE (B/I)?...1

REGION: AAL LOCID: ANC AIRPORT NAME: ANCHORAGE INTERNATIONAL

2B1 LOCAL ZONING ORDINANCES (AIRPORT RELATED)
2D6 NOISE RELATED PHYSICAL BARRIERS AND/OR LANDSCAPING
2D7 NOISE RELATED NEW OR EXTENDED RUNWAYS
3B AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN COMPLETED
5C1 PREFERENTIAL RUNWAY USEAGE FOR NOISE ABATEMENT PURPOSES
5C3 PREFERENTIAL DEPARTURE TRACKS FOR NOISE ABATEMENT PURPOSES
6A SCHOOLS LOCATED IN AIRPORT VACINITY
6B HOSPITALS / NURSING HOMES OR SIMILAR FACILITIES LOCATED IN AIRPORT VACINITY
6C RESIDENTIAL AREAS LOCATED IN AIRPORT VACINITY
6E RELIGIOUS STRUCTURES OR SITES LOCATED IN AIRPORT VACINITY
6G RECREATION FACILITIES LOCATED IN AIRPORT VACINITY
6H HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VACINITY
7E 50 TO 100 NOISE COMPLAINTS RECEIVED ANNUALLY

.....

REGION: AAL LOCID: CDV AIRPORT NAME: CORDOVA-MILE 13 FIELD

7A LESS THAN 5 NOISE COMPLAINTS RECEIVED ANNUALLY

.....

REGION: AAL LOCID: FAI AIRPORT NAME: FAIRBANKS-INTERNATIONAL

2B1 LOCAL ZONING ORDINANCES (AIRPORT RELATED)
6A SCHOOLS LOCATED IN AIRPORT VACINITY
6C RESIDENTIAL AREAS LOCATED IN AIRPORT VACINITY
6G RECREATION FACILITIES LOCATED IN AIRPORT VACINITY
7D 25 TO 50 NOISE COMPLAINTS I
READY

Figure 2B. Sample Computer Output of the USE8 Program.

A. Batch Mode

```

REGION: AAL          LOCID: ANC          AIRPORT NAME: ANCHORAGE INTERNATIONAL

281  LOCAL ZONING ORDINANCES (AIRPORT RELATED)
2D6  NOISE RELATED PHYSICAL BARRIERS AND/OR LANDSCAPING
207  NOISE RELATED NEW OR EXTENDED RUNWAYS
3b   AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN COMPLETED
5C1  PREFERENTIAL RUNWAY USAGE FOR NOISE ABATEMENT PURPOSES
5C3  PREFERENTIAL DEPARTURE TRACKS FOR NOISE ABATEMENT PURPOSES
6A   SCHOOLS LOCATED IN AIRPORT VICINITY
6B   HOSPITALS / NURSING HOMES OR SIMILAR FACILITIES LOCATED IN AIRPORT VICINITY
6C   RESIDENTIAL AREAS LOCATED IN AIRPORT VICINITY
6E   RELIGIOUS STRUCTURES OR SITES LOCATED IN AIRPORT VICINITY
6G   RECREATION FACILITIES LOCATED IN AIRPORT VICINITY
6H   HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VICINITY
7E   50 TO 100 NOISE COMPLAINTS RECEIVED ANNUALLY

```

B. Terminal Output

```

REGION: AAL          LOCID: ANC          AIRPORT NAME: ANCHORAGE INTERNATIONAL

281  LOCAL ZONING ORDINANCES (AIRPORT RELATED)
2D6  NOISE RELATED PHYSICAL BARRIERS AND/OR LANDSCAPING
207  NOISE RELATED NEW OR EXTENDED RUNWAYS
3B   AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN COMPLETED
5C1  PREFERENTIAL RUNWAY USAGE FOR NOISE ABATEMENT PURPOSES
5C3  PREFERENTIAL DEPARTURE TRACKS FOR NOISE ABATEMENT PURPOSES
6A   SCHOOLS LOCATED IN AIRPORT VICINITY
6B   HOSPITALS / NURSING HOMES OR SIMILAR FACILITIES LOCATED IN AIRPORT VICINITY
6C   RESIDENTIAL AREAS LOCATED IN AIRPORT VICINITY
6E   RELIGIOUS STRUCTURES OR SITES LOCATED IN AIRPORT VICINITY
6G   RECREATION FACILITIES LOCATED IN AIRPORT VICINITY
6H   HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VICINITY
7E   50 TO 100 NOISE COMPLAINTS RECEIVED ANNUALLY

```

.....

```

REGION: AAL          LOCID: CDD          AIRPORT NAME: COMDOW-H-13 FIELD

7A   LESS THAN 5 NOISE COMPLAINTS RECEIVED ANNUALLY

```

.....

```

REGION: AAL          LOCID: FRI          AIRPORT NAME: FRIDENHANS-INTERNATIONAL

281  LOCAL ZONING ORDINANCES (AIRPORT RELATED)
6A   SCHOOLS LOCATED IN AIRPORT VICINITY
6C   RESIDENTIAL AREAS LOCATED IN AIRPORT VICINITY
6G   RECREATION FACILITIES LOCATED IN AIRPORT VICINITY
7D   25 TO 50 NOISE COMPLAINTS RECEIVED ANNUALLY

```

.....

Population concentrations are plotted, and areas of potential noise impact are indicated by cross-hatching in areas where runway approach and departure paths overfly these populated areas.

Figure 3 demonstrates this presentation.

Airport Statistics

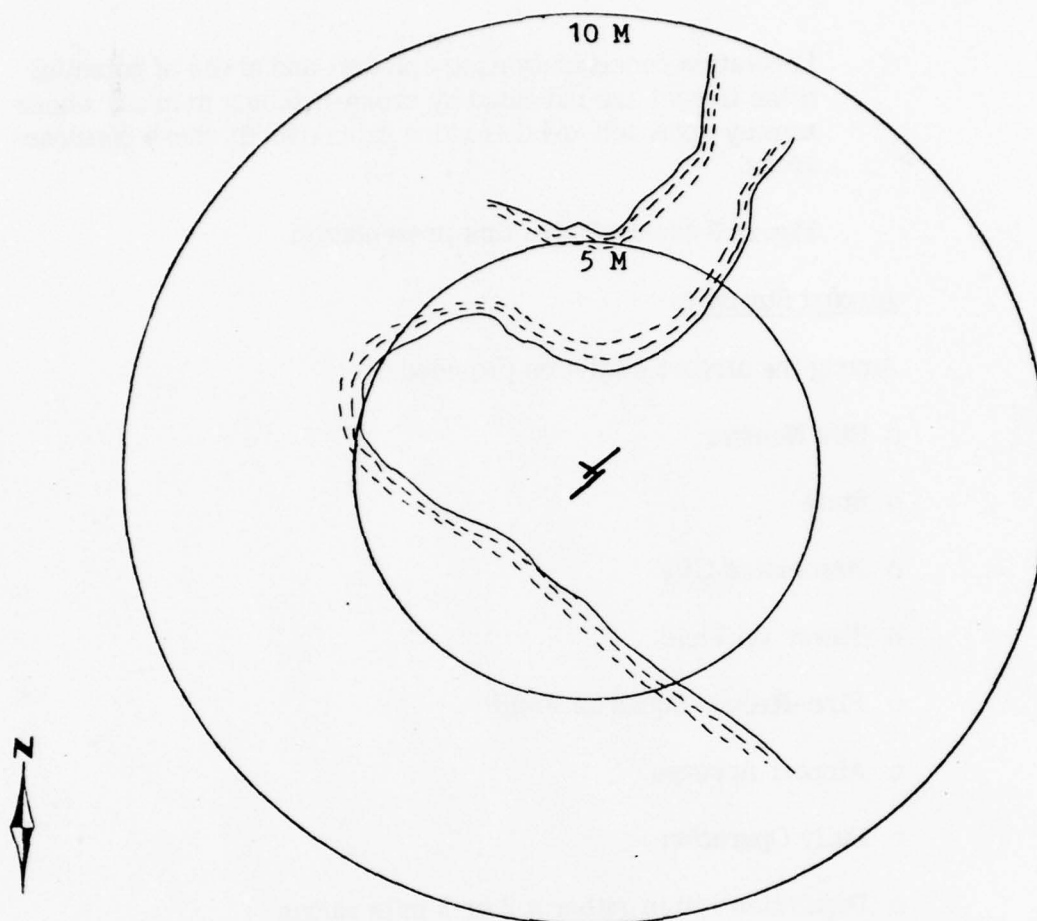
Among the airport statistics provided are:

- o Site Number
- o State
- o Associated City
- o Tower on Field
- o Fire-Rescue Squad on Field
- o Airport Acreage
- o Daily Operation
- o Population within either a 2 or 5 mile radius
- o Exposure Index
- o Fixed Base Operator
- o Type of Operations/Aircraft Type
- o Elevation
- o Latitude and Longitude
- o Runway Lengths/Pavement Type

4.3 Supplemental Information

The supplemental information consists of factual material about the airports that is not available in computer storage. This information is an

Figure 3. Sample Page of Volume III Graphics and Airport Statistics



AIRPORT STATISTICS

Site No. - 50034

State - AK

Associated City - Anchorage

Tower on Field - Yes

Fire-Rescue Squad on Field - Yes-E

Airport Acreage - 2,378

Daily Operation - 219.2

Population within 5 Miles - 49,966

Exposure Index - 10.9525

Fixed Base Operator - Yes

Type of Operations/Aircraft Type

01/A, B, C, D, E

Elevation - 124

Latitude - 61-10

Longitude - 149-59

Runway Lengths/Pavement Type - 6L-24R/10600(ASPH)

13-31/4740(ASPH), 6R-24L/10897(ASPH)

expansion of the coded data for airports contained in Volume III. State statutes, local action activities, and special environmental problems not provided for on Form 1050-5 are detailed. This information is contained in Volume IV.

CHAPTER V

SYSTEM ACCESS

Data and software to generate FDB reports may be accessed via any computer terminal using the IBM's Time-Sharing Option (TSO) through Boeing Computer Services (BCS) in Washington, D. C. Complete TSO procedure manuals are available to users from BCS. The following is a description of the basic procedures used under BCS-TSO.

5.1 Terminal Start Up and Sign On

- a. Power the terminal on, push the telephone button to TALK, and dial the assigned computer access telephone number. When the answer tone is received, press the DATA button on the telephone and put the receiver back on the telephone. Then return carriage.
- b. When the system responds asking for the service desired, type TSO and a carriage return.
- c. When the system responds with MAINSTREAM-TSO, type LOGON and a carriage return.
- d. The system will then ask for a user's ID; type assigned ID and a carriage return.
- e. The system will then ask for a current password; type valid password and a carriage return.
- f. The system will then ask for the user's account number; type the assigned account number and a carriage return.
- g. At this point, the system will ask for a procedure name. The user may respond by typing INTERACT (or BATCH) and a carriage return, depending on what the user wants to do.

The system will now indicate that the user is ready to print reports from the EDB. It will then ask for a command. The response to this command will depend on which application part of the EDB the user wishes to run. Please refer to the next section on Application Operating Procedures for details.

5.2 Terminal Logoff

After the user has finished with the application processing, the user should enter the command LOGOFF. If the user wants to interrupt processing, the BREAK key should be hit first, after which the system responds with READY. The user can then type LOGOFF. The system will confirm that the user has been logged off. The user should power-off the terminal when finished.

5.3 Application Operating Procedures

Before the user can run any of the applications, the user must access the computer as described in the section on System Access. When the user is finished, he should logoff as described in the same section. Instructions for the operation of the application components of the EDB are described below.

5.3.1 Running the USE8 Reports (EDB Print Program)

Program USE8 produces the report of airport use restrictions by LOCID within region. This program may be run in either a batch or an interactive mode. Invoking the USE8 Program (via the command: EXEC USE8) immediately invokes the USE8 CLIST Program, which offers the user a choice of operating in batch or interactive mode. If the user selects interactive mode, the USE8 Program is compiled (each time) and run, display commands are executed, and the report is printed at the terminal. If batch mode is selected, the user is asked for the number of copies of the report to be printed, and for the run priority desired. The program is then compiled and executed.

- a. After logging on the system with the user ID, password, and account number, type in INTERACT. The system will now indicate that the user is logged on, and it will then ask for a command.
- b. When BCS-TSO responds READY, enter EXEC USE8. The user will then be prompted to see if BATCH or INTERACTIVE execution is desired. If INTERACTIVE is chosen, the program will begin to execute at the terminal. If BATCH is chosen, the user will be prompted for the number of copies that are needed and the priority of the run, which results in a complete report. For a specific airport or region data, use the UPDATE Program in Chapter IV.

- c. If there are errors due to invalid codes and/or positions for LOCID or use codes, the system will respond with appropriate error messages. The data in Step a above should be re-entered with the corrections.
- d. The system will now produce the reports.

5. 3. 2 Hard Copy Output Procedures

When USE8 is run in the batch mode, the report is printed at the computer site. Running in the batch mode is less expensive than running in the interactive mode.

When running in a batch mode, the system will ask how many copies of the report will be required. This number should be entered, followed by a carriage return.

The user will then be asked for the priority, and the user should respond with a number from 1 to 12. The higher the priority, the higher the cost. Refer to the BCS cost schedule for the costs of these priorities. The user also has an option to specify that the report be prepared on unlined white paper or green lined paper. The user should make arrangements for pick-up of the hard copy from the computer center. Internal FAA procedures should be followed in doing this.

CHAPTER VI

UPDATE OF THE DATA BANK

New data may be added to the EDB, and the existing data may be updated. The EDB system features a conversational update program. This update program talks to a user by name and carries on an intelligent conversation, while adding and deleting entire airports, and adding, deleting, and changing individual use codes. Procedures to perform the update are given below.

6.1 Source Document Control

The data in the EDB should be supported by the source documents. It is recommended that source documents be filed by airport LOCID. Whenever the information on the source document is entered into the system (either for the first time or when being changed), the corresponding action should be annotated on the source document, indicating the operator's initials, date of action, and the action. This will provide an audit trail and insure that the data is accurate.

6.2 Data Edits

The UPDATE performs edits against the data entered into the system. It validates the region code, the airport code (LOCID), and the restriction codes. If invalid, it responds with the appropriate messages. The section on the Data Entry and Update Operation elaborates further the edit process.

6.3 Data Entry and Update Operation

The user logs in as described earlier. When the system responds with READY, the user should then enter EXEC UPDATE, at which time the update program will be initiated.

To protect the files from inaccurate updating, the system will request the user to enter valid initials. The project manager validates a new valid name if required. It will then ask if an introduction to the system is necessary. If the user replies YES, the system will type several lines of explanatory material. The system will then ask if the user wishes verbose or terse (v/t) communications (i. e., if the user wishes the system to respond with full or abbreviated commands). While the abbreviations are clear, verbose is recommended for less experienced users.

At this point, the program will prompt the user for a region. Note that the program is not asking the user to add or update airport data yet. The reason for this is that the program can quickly find out if any given airport (combination of region and LOCID) exists in the Data Bank. If an airport already exists, the user may only update or delete it. If the airport does not exist, the user can add the new airport to the system.

At the same time, the user can also enter a command instead of a region code. The commands are:

- o LIST - A powerful command that will display any given airport and all of its associated airport use codes.
- o DELETE - Deletes an airport from the Data Bank
- o TERSE - Brief prompts
- o VERBOSE - Longer prompts

If a valid region is entered, the program asks for an airport location identification code (LOCID). When the LOCID is entered, the program randomly searches the EDB Data Bank file for that LOCID. If it is not found, the program asks the user if the record is to be added. If the user responds NO, the program exits from the LOCID and asks for a new region. If the user responds YES, the program allows the new record to be entered and added to the EDB Data Bank. The user enters at least one valid use code and as many as 36 codes for the airport being added. When the user has entered all of the use codes desired, the user enters carriage return (CR) without typing anything, or the user may enter END. The program then exits from that LOCID and asks for a new region.

If, instead of entering a new LOCID as above, the user enters one that is in the Data Bank, the program asks if the user wishes to update the existing record. The user may then add, delete, or change one or more existing airport use codes by entering a new code. The program will first compare the new use code with the Decode file to insure that it is a valid code. If it is invalid, the program will so indicate and ask for another use code.

If a valid code is entered, the program compares it to the existing codes in the record. If the new code is not found, the program asks the user if the new code is to be added. If the user responds YES, the code is added to the record and the program asks for a new use code. If the user responds NO, the program exits and asks for a new use code.

If a valid use code is entered and the code is found in the record, the program asks the user to enter a replacement code (i. e., the program assumes that the existing code is to be replaced by a new code). The user then enters the use code to be substituted for the existing one. The program performs the substitution and asks for another use code. If the existing use code is to be deleted rather than replaced, the user enters a carriage return when the program asks for a replacement code. The program then deletes the existing code, exits, and asks for a new use code.

The program will continue (after each addition, replacement, or deletion) to ask for new use codes until the user responds by entering the END command. The program then indicates that the update of the present record is complete and asks for a region. The process may then be repeated for another airport. To exit from the program the user should hit the BREAK key when the program asks for a region.

The program recognizes the key words END, EXIT, and STOP. END means completion of the current operation. If entered when adding new airport data, this means that all use codes have been entered (equivalent to CR). If END is entered while updating an existing airport, it means that the user does not wish to add, change, or delete any more use codes. EXIT means cancellation of the current operation. If used while adding use codes, it would erase all the codes entered. If used in an update of use codes, it would mean not to add, update, or delete the last use code entered. STOP, when entered in response to a region prompt, means all work for this session has been completed. The BREAK key should not be used for this purpose.

6.4 Future Updating Procedures

All future updating of the EDB information will be accomplished and coordinated only through the FAA Office of Environment and Energy by using Form 1050-5. For all updating of the EDB information, Form 1050-5 shall be completed in the same manner described in the previous sections of this manual with an entry of "UPDATE" placed on the top of Form 1050-5 followed by the date and the person's name who enters the new information.

APPENDIX A

FORM 1050-5

ENVIRONMENTAL DATA BANK

(RIS: EQ 1050-2)

Region

UNDER EACH PART, PLEASE CIRCLE THE APPROPRIATE RESPONSE LETTER(S) OR NUMBER(S)

Airport

LOCID

PART 1 STATE STATUTES

- A. Noise Control (airport/aircraft related)
- B. Airport Land Use Control
- C. Emissions Control (airport/aircraft related)
- D. Other Environmental Protection (airport/aircraft related)

PART 2 LOCAL GOVERNMENT ACTIONS

- A. Noise Regulations (airport/aircraft related)
 - B. Land Use Control (noise related)
 - 1. Zoning
 - 2. Building Codes (noise related)
- If a building code requires soundproofing of buildings in airport vicinity please indicate below:

- a) Schools
- b) Hospitals, nursing homes or similar facilities
- c) Houses or apartment buildings
- d) Office buildings

e) Other

C. Soundproofing Programs

- 1. By schools
- 2. By hospitals, nursing homes, or similar facilities
- 3. By homes, apartment buildings
- 4. Office buildings
- 5. Other

For any of these, if government financial assistance is provided, please indicate which below:

- a) Federal
- b) State

D. Airport Actions for Environmental Protection

- 0. Land acquisition

If financial aid is provided please indicate which type below:

- a) Federal assistance
- b) State assistance

- 1. Easements on property surrounding airport
- If financial aid is provided please indicate which type below:

a) Federal assistance

b) State assistance

- 2. Noise tax or fee
- 3. Peak pricing
- 4. Utility expenditures/limitations
- 5. Suppressing equipment
- 6. Physical barriers, landscaping (noise related)
- 7. New or extended runways (noise related)
- 8. Noise monitoring system
- 9. Air pollution monitoring system

PART 3 NOISE CONTROL ACTIVITIES

A. Continuing Noise Committee at Local Level

B. Airport Noise Control and Land Use Compatibility Plan Completed

- 1. Noise control only
- 2. Land use compatibility only
- C. Airport Noise Control and Land Use Compatibility Plan Proposed or Underway
- D. Interest in Participating in a Noise Control and Land Use Compatibility Plan
- E. Have Rejected an Opportunity to Participate in a Noise Control and Land Use Compatibility Plan
- F. Other Noise Control Activities Dissimilar to Any of the Above

PART 4 LOCAL AIRPORT USE RESTRICTIONS

A. Aircraft Type or Weight Restrictions

0. All jet
 1. Large air carrier type jet (75,000 lbs or over)
 2. Business jet of any type
 3. Multi-engine (piston, large)
 4. Single-engine (piston, 1000 lbs or over)
 5. CAB certificated air carrier
 6. 12,500 lbs gross weight (or over)
 7. 30,000 lbs gross weight (or over)
 8. Helicopter
 9. Other aircraft dissimilar to any of the above
- B. Curfew (If applicable, please specify which period most closely matches)**
1. Time
 - a. 2200 - 0600
 - b. 2200 - 0700
 - c. 2200 - 0800
 - d. 2300 - 0600
 - e. 2300 - 0700
 - f. 2300 - 0800
 - g. 2400 - 0600
 - h. 2400 - 0700
 - i. 2400 - 0800
 - j. Other period(s) dissimilar to any of the above

Please indicate below the type of aircraft affected by the curfew:

2. Aircraft Affected

- a. Jet aircraft only
- b. All aircraft
- c. Other

C. Non-FAR 36 Restrictions

1. Exceptions (if applicable, please specify below)

(a) Cessna citation

(b) Other certain specified aircraft with "low" noise level

D. Ground Operation Restrictions

1. Location of engine runup maintenance
2. Time of engine runup maintenance
3. Preferential taxiways
4. Taxiing thrust restriction
5. Towing requirement
6. Other restrictions dissimilar to any of the above

E. Total Number of Operations Limitations for Noise Abatement Purposes

1. Year limits
2. Month limits
3. Day limits
4. Hour limits

PART 5 FLIGHT OPERATIONS - NOISE ABATEMENT PROCEDURES

- A. Reduced Thrust Approach
1. Steeper angle glide slope
 2. Reduced flaps
 3. Minimum flaps
 4. Decelerating
 5. Profile descent program
 6. Other
- B. Glide Slope Intercept Altitude
- C. Preferential Operations
1. Runways
 2. Approach tracks
 3. Departure tracks
- D. Rotational Runway System
- E. Maximum (safe) Climb on Takeoff
- F. Takeoff Thrust Reduction
- G. Reverse Thrust Reduction
- H. Displaced Thresholds (noise related)
1. For takeoffs
 2. For landings
- I. Flight Training Restrictions
1. Touch and go operations
 2. Time period restriction
 3. Day(s) of week restriction
- J. Other Procedures or Restrictions Dissimilar to Any of the Above

PART 6 SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT

- A. Schools
- B. Hospitals, Nursing Homes or Similar Facilities
- C. Residential Areas
- D. Historic Sites, National Park or Forest
- E. Religious Structures or Sites
- F. Concert Hall(s) or Public Gathering Place(s)
- G. Recreation Facilities
- H. Hotels, Motels, Resorts
- I. Other Areas Dissimilar to Any of the Above

PART 7 NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY (approx.)

- A. Less than 5
- B. 5 - 10
- C. 10 - 25
- D. 25 - 50
- E. 50 - 100
- F. 100 - 200
- G. Over 200

PART 8 IS AIRPORT LOCATED IN AN AIR QUALITY MAINTENANCE AREA?

- A. Yes
- B. No

APPENDIX B
DECODE LISTING OF USE CODE
from
FORM 1050-5

DECODE LISTING

| | |
|---------------------------------------|--|
| AUSERESC01A | STATE NOISE CONTROL STATUTE (AIRCRAFT RELATED) |
| AUSERESC01B | STATE AIRPORT LAND USE CONTROL STATUTES |
| AUSERESC01C | STATE AIRPORT EMISSIONS CONTROL STATUTES |
| AUSERESC01D | OTHER STATE ENVIRONMENTAL PROTECTION STATUTES (AVIATION RELA |
| +TED) | |
| AUSERESC02 | LOCAL GOVERNMENT ACTIONS |
| AUSERESC02A | LOCAL AIRCRAFT NOISE CONTROL REGULATIONS |
| AUSERESC02B | LOCAL NOISE RELATED LAND USE CONTROL |
| AUSERESC02B1 | LOCAL ZONING ORDINANCES (AIRPORT RELATED) |
| AUSERESC02B2 | LOCAL NOISE RELATED BUILDING CODES |
| AUSERESC02B2A | LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF SCHOOLS IN AI |
| +REPORT VICINITY | |
| AUSERESC02B2B | LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF HEALTH FACILI |
| +TIES IN AIRPORT VICINITY | |
| AUSERESC02B2C | LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF HOUSES OR APA |
| +RTMENT BUILDINGS IN AIRPORT VICINITY | |
| AUSERESC02B2D | LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF OFFICE BUILDI |
| +NGS IN AIRPORT VICINITY | |
| AUSERESC02B2E | LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF OTHER BUILDIN |
| +G TYPES IN AIRPORT VICINITY | |
| AUSERESC02C | LOCAL SOUNDPROOFING PROGRAMS |
| AUSERESC02C1 | SOUNDPROOFING PROGRAM BY SCHOOLS |
| AUSERESC02C1A | FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY SCHOOLS |
| AUSERESC02C1B | STATE ASSISTED SOUNDPROOFING PROGRAMS BY SCHOOLS |
| AUSERESC02C2 | SOUNDPROOFING PROGRAM BY HEALTH FACILITIES |
| AUSERESC02C2A | FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY HEALTH FACILITI |
| +ES | |
| AUSERESC02C2B | STATE ASSISTED SOUNDPROOFING PROGRAMS BY HOSPITALS /NURSING |
| +HOMES OR SIMILAR FACILITIES | |
| AUSERESC02C3 | SOUNDPROOFING PROGRAM BY HOUSES OR APARTMENT BUILDINGS |
| AUSERESC02C3A | FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY HOUSES OR APAR |
| +TMENT BUILDINGS IN AIRPORT VICINITY | |
| AUSERESC02C3B | STATE ASSISTED SOUNDPROOFING PROGRAMS BY HOUSES OR APARTMEN |
| +T BUILDINGS IN AIRPORT VICINITY | |
| AUSERESC02C4 | SOUNDPROOFING PROGRAM BY OFFICE BUILDINGS |
| AUSERESC02C4A | FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY OFFICE BUILDIN |
| +GS IN AIRPORT VICINITY | |
| AUSERESC02C4B | STATE ASSISTED SOUNDPROOFING PROGRAMS BY OFFICE BUILDINGS I |
| +N AIRPORT VICINITY | |
| AUSERESC02C5 | SOUNDPROOFING PROGRAMS BY OTHER BUILDING TYPES |
| AUSERESC02C5A | FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY OTHER BUILDING |
| + TYPES IN AIRPORT VICINITY | |
| AUSERESC02C5B | STATE ASSISTED SOUNDPROOFING PROGRAMS BY OTHER BUILDING TYP |
| +ES IN AIRPORT VICINITY | |
| AUSERESC02D | AIRPORT ACTIONS FOR ENVIRONMENTAL PROTECTION |
| AUSERESC02D0 | AIRPORT LAND ACQUISITION FOR LAND USE COMPATIBILITY |
| AUSERESC02D0A | FEDERALLY ASSISTED AIRPORT LAND ACQUISITION FOR LAND USE COM |
| +PATIDILITY | |
| AUSERESC02D0B | STATE ASSISTED AIRPORT LAND ACQUISITION FOR LAND USE COMPATI |
| +BILITY | |
| AUSERESC02D1 | EASEMENTS ON PROPERTY SURROUNDING AIRPORT FOR NOISE PURPOSES |
| AUSERESC02D1A | FEDERALLY ASSISTED EASEMENTS FOR NOISE PURPOSES |
| AUSERESC02D1B | STATE ASSISTED EASEMENTS FOR NOISE PURPOSES |
| AUSERESC02D2 | AIRPORT NOISE TAX OR FEE |
| AUSERESC02D3 | PEAK PRICING |
| AUSERESC02D4 | UTILITY EXPENDITURES/LIMITATIONS |
| AUSERESC02D5 | AIRPORT EQUIPPED WITH NOISE SUPPRESSING EQUIPMENT |
| AUSERESC02D6 | NOISE RELATED PHYSICAL BARRIERS AND/OR LANDSCAPING |
| AUSERESC02D7 | NOISE RELATED NEW OR EXTENDED RUNWAYS |
| AUSERESC02D8 | AIRPORT EQUIPPED WITH NOISE MONITORING SYSTEM |
| AUSERESC02D9 | AIRPORT EQUIPPED WITH AIR POLLUTION MONITORING SYSTEM |
| AUSERESC03 | NOISE CONTROL ACTIVITIES |
| AUSERESC03A | CONTINUING NOISE COMMITTEE AT LOCAL LEVEL |
| AUSERESC03B | AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN COMPLE |
| +TED | |

| | |
|-------------------------------------|--|
| AUSERESC 3B1 | AIRPORT NOISE CONTROL PLAN COMPLETED |
| AUSERESC 3B2 | AIRPORT LAND USE COMPATIBILITY PLAN COMPLETED |
| AUSERESC 3C | AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN PROPOS |
| +ED OR UNDERWAY | |
| AUSERESC 3D | INTEREST IN PARTICIPATING IN A NOISE CONTROL AND LAND USE CO |
| +MPATIBILITY PLAN | |
| AUSERESC 3E | HAVE REJECTED AN OPPORTUNITY TO PARTICIPATE IN A NOISE CONTR |
| +OL AND LAND USE COMPATIBILITY PLAN | |
| AUSERESC 3F | OTHER NOISE CONTROL ACTIVITIES |
| AUSERESC 4 | AIRPORT USE RESTRICTIONS |
| AUSERESC 4A | AIRPORT USE RESTRICTIONS BASED ON AIRCRAFT TYPE OR WEIGHT |
| AUSERESC 4A0 | RESTRICTION ON ALL JETS |
| AUSERESC 4A1 | RESTRICTION ON LARGE AIR CARRIER TYPE JETS (75000 LBS OR OVE |
| +R) | |
| AUSERESC 4A2 | RESTRICTION ON BUSINESS JETS OF ANY TYPE |
| AUSERESC 4A3 | RESTRICTION ON MULTI-ENGINE AIRCRAFT (PISTON LARGE) |
| AUSERESC 4A4 | RESTRICTION ON SINGLE ENGINE AIRCRAFT (PISTON: 1000 HP OR OV |
| +ER) | |
| AUSERESC 4A5 | RESTRICTION ON CAB CERTIFICATED AIR CARRIERS |
| AUSERESC 4A6 | RESTRICTION ON 12500 LBS GROSS WEIGHT OR OVER |
| AUSERESC 4A7 | RESTRICTION ON 30000 LBS GROSS WEIGHT OR OVER |
| AUSERESC 4A8 | RESTRICTION ON HELICOPTERS |
| AUSERESC 4A9 | RESTRICTION ON OTHER AIRCRAFT TYPES |
| AUSERESC 4B | CURFEW AT AIRPORT |
| AUSERESC 4B1 | TIME OF CURFEW |
| AUSERESC 4B1A | CURFEW FROM 2200 TO 0600 |
| AUSERESC 4B1B | CURFEW FROM 2200 TO 0700 |
| AUSERESC 4B1C | CURFEW FROM 2200 TO 0800 |
| AUSERESC 4B1D | CURFEW FROM 2300 TO 0600 |
| AUSERESC 4B1E | CURFEW FROM 2300 TO 0700 |
| AUSERESC 4B1F | CURFEW FROM 2300 TO 0800 |
| AUSERESC 4B1G | CURFEW FROM 2400 TO 0600 |
| AUSERESC 4B1H | CURFEW FROM 2400 TO 0700 |
| AUSERESC 4B1I | CURFEW FROM 2400 TO 0800 |
| AUSERESC 4B1J | CURFEW APPLYING TO OTHER TIME PERIOD |
| AUSERESC 4B2 | AIRCRAFT AFFECTED BY CURFEW |
| AUSERESC 4B2A | JET AIRCRAFT ONLY AFFECTED BY CURFEW |
| AUSERESC 4B2B | ALL AIRCRAFT AFFECTED BY CURFEW |
| AUSERESC 4B2C | OTHER AIRCRAFT AFFECTED BY CURFEW |
| AUSERESC 4C | NON FAR 36 RESTRICTIONS |
| AUSERESC 4C1 | EXCEPTIONS TO NON FAR 36 RESTRICTIONS |
| AUSERESC 4C1A | CESSNA CITATION EXCEPTED FROM FAR 36 RESTRICTIONS |
| AUSERESC 4C1B | OTHER SPECIFIED AIRCRAFT WITH LOW NOISE LEVELS EXCEPTED FROM |
| +FAR 36 RESTRICTIONS | |
| AUSERESC 4D | GROUND OPERATION RESTRICTIONS |
| AUSERESC 4D1 | RESTRICTION ON LOCATION OF ENGINE RUNUP MAINTENANCE |
| AUSERESC 4D2 | RESTRICTION ON TIME OF ENGINE RUNUP MAINTENANCE |
| AUSERESC 4D3 | PREFERENTIAL TAXIWAYS USED |
| AUSERESC 4D4 | TAXIING THRUST RESTRICTION |
| AUSERESC 4D5 | AIRCRAFT TOWING REQUIREMENT |
| AUSERESC 4D6 | OTHER GROUND OPERATION RESTRICTIONS |
| AUSERESC 4E | TOTAL NUMBER OF OPERATIONS LIMITATIONS FOR NOISE ABATEMENT |
| +PURPOSES | |
| AUSERESC 4E1 | YEARLY OPERATIONS LIMITATIONS |
| AUSERESC 4E2 | MONTHLY OPERATIONS LIMITATIONS |
| AUSERESC 4E3 | DAILY OPERATIONS LIMITATIONS |
| AUSERESC 4E4 | HOURLY OPERATIONS LIMITATIONS |
| AUSERESC 5 | FLIGHT OPERATIONS / NOISE ABATEMENT PROCEDURES |
| AUSERESC 5A | NOISE ABATEMENT PROCEDURE: REDUCED THRUST APPROACH |
| AUSERESC 5A1 | NOISE ABATEMENT PROCEDURE: STEEPER ANGLE GLIDE SLOPE |
| AUSERESC 5A2 | NOISE ABATEMENT PROCEDURE: REDUCED FLAPS |
| AUSERESC 5A3 | NOISE ABATEMENT PROCEDURE: MINIMUM FLAPS |
| AUSERESC 5A4 | NOISE ABATEMENT PROCEDURE: DECELERATING |
| AUSERESC 5A5 | NOISE ABATEMENT PROCEDURE: PROFILE DESCENT PROGRAM |
| AUSERESC 5A6 | OTHER NOISE ABATEMENT PROCEDURES |
| AUSERESC 5B | GLIDE SLOPE INTERCEPT ALTITUDE FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5C | PREFERENTIAL OPERATIONS FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5C1 | PREFERENTIAL RUNWAY USEAGE FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5C2 | PREFERENTIAL APPROACH TRACKS FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5C3 | PREFERENTIAL DEPARTURE TRACKS FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5D | ROTATIONAL RUNWAY SYSTEM USED FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5E | MAXIMUM CLIMB ON TAKEOFF USED FOR NOISE ABATEMENT PURPOSES |

| | |
|------------------|--|
| AUSERESC 5F | TAKEOFF THRUST REDUCTION USED FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5G | REVERSE THRUST REDUCTION USED FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5H | THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5H1 | TAKEOFF THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5H2 | LANDING THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES |
| AUSERESC 5I | FLIGHT TRAINING RESTRICTIONS |
| AUSERESC 5I1 | RESTRICTION ON TOUCH AND GO OPERATIONS |
| AUSERESC 5I2 | TIME PERIOD RESTRICTION ON FLIGHT TRAINING |
| AUSERESC 5I3 | DAY OF WEEK RESTRICTION ON FLIGHT TRAINING |
| AUSERESC 5J | OTHER NOISE ABATEMENT PROCEDURES OR FLIGHT OPERATIONS RESTRICTIONS |
| +CTIONS | |
| AUSERESC 6 | SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT |
| AUSERESC 6A | SCHOOLS LOCATED IN AIRPORT VICINITY |
| AUSERESC 6B | HOSPITALS / NURSING HOMES OR SIMILAR FACILITIES LOCATED IN A |
| +IRPORT VICINITY | |
| AUSERESC 6C | RESIDENTIAL AREAS LOCATED IN AIRPORT VICINITY |
| AUSERESC 6D | HISTORIC SITES / NATIONAL PARK OR FOREST LOCATED IN AIRPORT |
| +VICINITY | |
| AUSERESC 6E | RELIGIOUS STRUCTURES OR SITES LOCATED IN AIRPORT VICINITY |
| AUSERESC 6F | CONCERT HALL OR PUBLIC GATHERING PLACE LOCATED IN AIRPORT VI |
| +CINITY | |
| AUSERESC 6G | RECREATION FACILITIES LOCATED IN AIRPORT VICINITY |
| AUSERESC 6H | HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VICINITY |
| AUSERESC 6I | OTHER NOISE SENSITIVE AREAS LOCATED IN AIRPORT VICINITY |
| AUSERESC 7 | APPROXIMATE NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7A | LESS THAN 5 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7B | 5 TO 10 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7C | 10 TO 25 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7D | 25 TO 50 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7E | 50 TO 100 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7F | 100 TO 200 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 7G | OVER 200 NOISE COMPLAINTS RECEIVED ANNUALLY |
| AUSERESC 8 | AIRPORTS LOCATED IN AN AIR QUALITY MAINTENANCE AREA |
| AUSERESC 8A | AIRPORT IS LOCATED IN AN AIR QUALITY MAINTENANCE AREA |
| AUSERESC 8B | AIRPORT IS NOT LOCATED IN AN AIR QUALITY MAINTENANCE AREA |
| AWEDD | |

APPENDIX C

- o **LISTINGS OF CODED DATA BY REGION AND LOCID
(FAA130. EDB. AUG78. DATA)**

Listing of Coded Data by Region and LOCID

| | | | | | | | | | | | | |
|--------------------|-------------|-------------|-----|-------------|-----|-----|-----|-----|-----|-----|-----|----|
| ANCIAL2E1 | 206 | 207 | 38 | 5C1 | 5C3 | 6A | 6B | 6C | 6E | 6G | 6H | 7E |
| CCVIAAL7A | | | | | | | | | | | | |
| FALIAAL2E1 | 6A | 6C | 6G | 7D | | | | | | | | |
| JNUIAAL2D0A6A | 6C | 6G | 7C | | | | | | | | | |
| KTNIAAL7A | | | | | | | | | | | | |
| PHIIAAL2E1 | 3C | 4A0 | 4A6 | 5C1 | 5C3 | 6A | 6B | 6C | 6E | 6G | 7E | |
| QMEIAAL7A | | | | | | | | | | | | |
| SITIAAL7A | 6A | 6B | 6C | 6E | 6G | 7A | | | | | | |
| BRLIACE2A | 281 | 3A | 3C | 5C2 | 5C3 | 5H2 | 6A | 6B | 6C | 6E | 6G | 7C |
| CICIACE2E1 | 20A2008209 | 4D1 | 51 | 5J | 6A | 6C | 7C | | | | | |
| CCUIACE2C6 | 7A | | | | | | | | | | | |
| DSMIACE2C5 | 3C | 6A | 6C | 6E | 6F | 6G | 6H | 7D | | | | |
| CVNIACE5C3 | 5J | 6A | 6C | 6E | 6H | 7A | | | | | | |
| FOCIACE2C6 | 7A | | | | | | | | | | | |
| FCEIACE2E2 | 205 | 4D1 | 4D2 | 5C1 | 5E | 5J | 6A | 6C | 6E | 6G | 6H | 7C |
| GRIIACE2E1 | 5C1 | 5J | 6A | 6B | 6C | 6G | 7A | | | | | |
| PUTIACE7A | | | | | | | | | | | | |
| ICTIACE2C0A2008206 | 3F | 5A5 | 5C3 | 6A | 6C | 6E | 6G | 6H | 7C | | | |
| JEFIACE2C6 | 6C | 7A | | | | | | | | | | |
| JUNIACE206 | 5C3 | 5J | 6A | 6B | 6C | 6E | 6G | 7C | | | | |
| KCKIACE2A | 3A | 3B | 4A9 | 5C1 | 5C3 | 6A | 6C | 6E | 6F | 6G | 6H | 7E |
| LNKIACE2C5 | 3A | 5C2 | 5C3 | 6C | 6E | 6H | 7C | | | | | |
| MCIIACE2E1 | 2C0A2008205 | 2D6 | 2D6 | 2D9 | 3A | 5A5 | 6H | 7A | | | | |
| MCKIACE7A | | | | | | | | | | | | |
| MCKIACE6E | 6C | 7A | | | | | | | | | | |
| OMAIACE2C0A20083A | 3C | 5C1 | 5C2 | 5C3 | 6A | 6B | 6C | 6D | 6E | 6F | 6G | 7D |
| SGFIACE4C1 | 5J | 6A | 6C | 6E | 7E | | | | | | | |
| SLNIACE2C6 | 5C3 | 6H | 7A | | | | | | | | | |
| STJIACE2C6 | 7A | | | | | | | | | | | |
| STLIACE2C0A2008205 | 2D8 | 3A | 4D1 | 4D2 | 5A5 | 5C3 | 5I | 6A | 6B | 6C | 6D | 6E |
| STLZACE7C | | | | | | | | | | | | |
| SUXIACE2C6 | 5J | 6A | 6C | 6E | 6H | 7B | | | | | | |
| TCPIACE7A | | | | | | | | | | | | |
| ABEIAEA3A | 3C | 5C1 | 5C2 | 5C3 | 5I2 | 6A | 6B | 6C | 6E | 6H | 7C | |
| ACYIAEA2E1 | 2C2 | 2D5 | 2D6 | 2D8 | 2D9 | 3B2 | 5C1 | 5C3 | 5I1 | 5I2 | 5I3 | 6A |
| ACYZAEATF | | | | | | | | | | | | |
| ACCIACE2C6 | 3A | 4D1 | 5I | 6A | 6B | 6C | 6E | 6H | 7B | | | |
| ALBIAEA2C1A2D183A | 3C | 5C1 | 5C2 | 5C3 | 5J | 6A | 6E | 6C | 6E | 6F | 6G | 7E |
| AVPIAEAE3E | 5C | 6C | 6E | 6G | 7A | | | | | | | |
| AVZIAEA5I1 | 6B | 6C | 6E | 6G | 6H | 7A | | | | | | |
| BALIACE2E1 | 2C1B206 | 2D7 | 3A | 4B1B48284D1 | 4D2 | 5A1 | 5A5 | 5C1 | 5C3 | 5D | 5I1 | 5J |
| BALZAEAC | 6E | 6G | 6H | 7E | | | | | | | | |
| BCMIACE2C6 | 6E | 6F | 7A | | | | | | | | | |
| BLPIAEAC2 | 5I1 | 6A | 6C | 6D | 7A | | | | | | | |
| BUPIAEAE3F | 3C | 4B1E48284D1 | 4D2 | 4E4 | 5C3 | 6A | 6C | 6E | 7D | | | |
| CBPIAEAE2C6 | 6A | 6B | 6C | 6E | 6H | 7B | | | | | | |
| CDPIAEAE2C4 | 2D6 | 4D1 | 5C1 | 5C3 | 6A | 6C | 6E | 6F | 6G | 7F | | |
| CHPIAEAE2E1 | 2D6 | 4D1 | 6C | 6E | 6G | 7C | | | | | | |
| CRPIAEAE2C6 | 3B | 5A5 | 5J | 6A | 6C | 6D | 6E | 6G | 6H | 7A | | |
| CVPIAEAE2E1 | 2C3 | 2D6 | 4D1 | 5H2 | 6A | 6B | 6C | 6E | 6G | 6H | 7A | |
| DCAPIAEAE2D8 | 3A | 3C | 4A9 | 4B1E48284D1 | 4D2 | 5C1 | 5C2 | 5C3 | 5E | 5F | 5I | 6A |
| DCAZAEAC6 | 6E | 6F | 6G | 6H | 7C | | | | | | | |
| ELMIAEAE2E1 | 2D0 | 2D6 | 3C | 4D1 | 5I1 | 5I2 | 6A | 6B | 6C | 6E | 6H | 7C |
| ERPIAEAE3E | 4B1J482C5C1 | 5C3 | 6A | 6C | 6E | 6G | 6H | 7A | | | | |
| ERPIAEAE2A | 2D8 | 3A | 3C | 4D1 | 4D2 | 5C1 | 5C2 | 5C3 | 5I | 6A | 6B | 6C |
| EMR2EATC | | | | | | | | | | | | |
| FLUPIAE7A | | | | | | | | | | | | |
| FOXIAEA2C6 | 4A9 | 5C1 | 5C3 | 5J | 6A | 6C | 6D | 6G | 6H | 7C | | |
| FRGIAEAE2C6 | 5C3 | 6C | 6E | 6G | 7C | | | | | | | |
| GFLIIEA6A | 6C | 6E | 6G | 6H | 7B | | | | | | | |

C-2

2PGIAGL7A
 8PIIAGL5C3 68 6C 6H 78
 8TIIAGL7A
 CARIAGL2C1 200A206 3A 5J 6A 6C 6E 6G 7E
 CGFIAGL2C6 3A 481E482A5A2 58 5C1 5C3 5E 5G 511 512 5J 6A 6B 6C 6E 7G
 CXIAGL4E 6C 6E 6F 6G 6H 7A
 CLEIAGL2C0A2D08206 208 3A 3C 4D1 4D2 5A5 58 5C1 5C3 6A 6B 6C 6E 6F 6G
 CLE2AGL7E
 CMHAGL2D0A2D08206 4A0 4A6 481858 5C1 5C3 5F 5I 6A 6B 6C 6E 6F 6G 6H
 CPH2AGL7E
 CMIIAGL5J 6C 6G 7A
 CMIIAGL2C6 6H 7A
 CPSIAGL2C6 5C1 511 5J 6A 6C 6E 6G 7B
 CAYIAGL5C1 6C 6E 6H 7B
 DECIIAGL2E1 3A 481A482A5C3 5J 6A 6C 6E 7B
 DETIAGL2A 2D6 4D1 5C1 5C3 511 6A 6B 6C 6E 6G 7C
 OLFAGL2E1 2D6 3A 3C 4A9 4D1 4A1 5A5 6A 6C 6E 7C
 DTIIAGL2E1 2CJA2008206 3A 3C 5A5 58 5C1 5C2 5C3 6A 6C 6E 6G 6H 7D
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 MIRIAGL2E1 2D6 6C 7A
 HUFAGL2C5 206 4D1 5C1 5J 6C 6E 7A
 IKXIAGL6C 7A
 IMIAGL2C6 6A 6C 6E 6G 7B
 INDIAGL3A 382 4D1 5A5 58 5C2 5C3 511 6A 6B 6C 6E 6G 6G 7B
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 JXNIAGL6C 7A
 LFIAGL2E1 2C1 2D6 2D7 4D1 6A 6B 6C 6E 6F 6G 7B
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 LUNIAGL2C6 5C3 6C 7C
 MRSIAGL2C6 5J 6A 6C 6E 7A
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 MCNIAGL5I 6A 6C 6E 6G 6H 7B
 MFOIAGL401 5C1 5C2 6C 7C
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 MIEIAGL6A 6B 6C 6E 6F 6G 6H 7D
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 MCTIAGL2C6 6G 7A
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 MVALIAGL2C6 6G 7A
 MNCIAGL2A 4A0 4A6 6B 6C 6E 7C
 MNCIAGL7A
 CXXIAGL7A
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OFCZAGL6C 6D 6E 6F 6G 6H 6I 7G
 GSH1AGL2C2 2C0A2D0B201A2D1B6A 6C 6F 6H 7D
 OSU1AGL2C6 3A 3F 5C1 5C2 5C3 5E 5I1 5I2 5J 6A 6B 6C 6E 7D
 P1A1AGL5C3 5J 6A 6C 6E 7A
 P1A1AGL2C0A2D6 4D2 6A 6C 6E 7D
 P1A1AGL2C6 3A 5C1 5C2 5C3 5J 6A 6C 6D 6E 6G 6H 7B
 RAC1AGL7A
 RFC1AGL2A 2C0A2D0B5C2 5C3 5D 5E 5I1 6A 6C 6E 6G 6H 7E
 RST1AGL2B1 5D 5I1 5I2 5I3 5J 6C 7C
 SBA1AGL2B1 2C0A2D0B5C1 5C3 6A 6C 6F 6G 7A
 SPI1AGL2C1 2D5 4D1 5C1 5C3 5J 6A 6B 6C 6D 6E 6F 6G 6H 6I 7A
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 STP1AGL2C0A2D0B2D6 2D7 2D8 3A 4D1 5C1 5C2 5C3 6A 6B 6C 6D 6E 6F 6H 7D
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 TVC1AGL2B1 5C1 6B 6C 6E 6F 6G 6H 7A
 UGA1AGL5C1 5C3 6A 6C 6D 6E 6G 6H 7A
 VP21AGL2B1 6A 6C 6E 6H 7B
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 YNG1AGL2A 2D6 3A 4D1 5C1 5E 5F 5I2 5J 6C 7A
 QAC1AGL7A
 ID21AGL7A
 21A1AGL2D6 6C 6E 6G 7B
 22G1AGL3A 4D1 4D2 5C2 5C3 5E 5F 5G 6A 6C 6F 7C
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 7C21AGL7A
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 BCR1ANE2D6 4A6 4D2 5C1 5I1 5I2 5I3 6A 6B 6C 6E 6F 6G 6H 7F
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 ECS2ANE6D 6E 6F 6G 6H 7G
 BTV1ANE2C6 4D1 5C3 6A 6B 6C 7B
 BVI1ANE2A 2D6 3A 4B1D4B2B5C1 5I1 5I2 5I3 5J 6A 6B 6C 6E 6F 6G 6H 7E
 EWR1ANE2B1 3B2 6A 6B 6C 6D 6E 6F 6G 6H 7C
 FIT1ANE5C3 6B 6C 6E 6G 7A
 GCA1ANE2B1 2D6 3A 3C 4D1 5C3 6A 6B 6C 6E 6G 6H 7C
 PFC1ANE2D6 3A 5C2 5C3 5J 6B 6C 6D 6G 6H 7C
 HVM1ANE2C6 3A 5C3 5I1 5I2 5I3 6B 6C 6E 6F 6G 6H 7C
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 LWP1ANE2D6 5C1 5C2 5C3 5F 5I1 5I2 5I3 5J 6A 6B 6C 6E 6H 7C
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 OFR1ANE2D0 2D6 5C1 6A 6B 6C 6E 6F 6G 6H 7B
 CMC1ANE2A 2D6 3A 4C1 5C3 5H 5I1 5I2 5I3 5J 6B 6C 6F 7E
 PC11ANE6C 6E 7A
 PSF1ANE2C6 4D1 5C1 6G 7B
 FVC1ANE2C6 4A0 4A6 4B1E4B2C4D1 4D2 4A 6B 6C 6E 6G 6H 7E
 PM11ANE3A 3C 5C1 5C2 5C3 6B 6C 6I 7D
 ZBA1ANE2D6 6A 6C 6E 6H 7A
 ALB1ANW7A
 BFI1ANW2A 2D5 4D1 5C2 5C3 5J 6A 6C 6E 6G 6H 7B
 BCI1ANW2A 2B1 2C5 2D0A4D1 5C1 5C2 5C3 5I 6A 6C 6E 6G 6H 7C
 BVU1ANW6A 6C 6E 6H 7E
 ELG1ANW2B1 4A9 5C1 5J 6C 7C
 GEG1ANW2C0A4A9 5C1 5C3 5J 6C 7B
 MIC1ANW2A 5C3 5J 6A 6B 6C 6E 6G 6H 7E
 ICA1ANW2C0A7A
 LPT1ANW6A 6B 6C 6E 7C
 LWS1ANW2C0A3C 6A 6C 6E 6G 7C

PERIANW281 2C1 200A382 5C1 5J 6A 6B 6C 6E 6G 6H 7A
 CLRIANW5J 6A 6C 6E 6G 7B
 PAELIANW2A 206 3A 3C 401 402 5J 6A 6C 6E 7F
 PCTLIANN7A
 POKLIANW281 200B3A 3C 4A9 5C3 5I 5J 6A 6C 6E 6G 7C
 PSCIANNW281 207 5C1 5C2 5C3 5I 5J 6A 6B 6C 6E 6G 6H 7C
 RCLIANW6A 6C 6E 6G 7C
 RPTLIANW2C6 5J 6A 6C 6E 6G 6H 7C
 SEALIANW281 2C3 2C58200A2008206 2D8 3A 3B 401 402 5C1 5C2 5C3 5J 6A 6C 6E
 SEA2IANW6G 6H 7G
 SLELIANW281 382 5C1 5J 6A 6B 6C 6E 6F 6G 6H 7D
 TIDLIANW2A 6A 6C 6E 6G 7C
 TNLFIANW2C0A7A
 YKLIANW5C2 6A 6B 6C 6E 7B
 60SLIANW6A 6C 6E 7C
 HNLAPC2C1 2C5 2D7 2D8 3A 3C 5A5 5C1 5C2 5C3 5I1 6A 6B 6C 6E 6G 6H 7E
 ITCIAPC4ELJ482A5C1 5C2 5C3 5I 6A 6C 6E 6G 7D
 LNIAPCEA 6C 6E 6G 6H 7C
 LNTIAPC7A
 MKLIAPCEA 6C 6E 7B
 MLELIAPC6A 6C 6E 7B
 OGGIAPC3A 3C 5C1 5C2 5C3 6A 6B 6C 6E 6G 6H 7C
 40NIAEA2C6 3A 401 402 5C1 5C3 5I1 6B 6C 6F 7C
 ABRIARM281 5C1 6C 7A
 APJIRN281 382 6C 6G 6H 7E
 ATYIARM6A 6B 6C 6E 7A
 BILLIARM4C1 402 5C1 5J 6A 6B 6C 6E 6F 7B
 8I5IARM281 3A 3B2 5C1 5C3 6A 6B 6C 6E 7A
 EJCILARM3A 5J 6A 6C 6E 6F 6G 6H 7D
 BTPIARM3A 401 6A 6B 6C 6F 7A
 BNLARM6A 6C 6E 7A
 CCSIARM5C3 6A 6C 6E 6G 6H 7G
 CPRIARM7A
 CYSIARM6A 6B 6C 6E 7B
 DENIARM2A 2C1 206 3A 3E 401 5A5 5C1 5C3 5I 6A 6C 6E 6G 6H 7G
 FARIARM281 382 3C 481J401 5C3 5J 6A 6B 6C 6E 7C
 FCALARM7A
 FSOLIARM6A 6B 6C 6F 6G 7A
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 GTFIARM5C1 5J 6A 6B 6C 6E 6F 6G 7A
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C-8

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